

# Transportation Plan

## Vision

In coordination with land use planning, make our transportation system safe, efficient, environmentally friendly, and balanced while serving the mobility and accessibility needs of our residents, businesses and through-travelers.

## Goals, Policies & Actions

The following goals, policies & actions were developed based on input from public involvement activities, RTP Task Force, and consistency with the current direction of the RTP (2004) and Regional Growth Management Plan (2003).

### 1. Goal: Improve the quality of our current transportation system.

- a. Policy: Use 80% of our funding resources to preserve the existing transportation system.
  - i. **Action**: Maintain all transportation facilities so they operate safely at acceptable levels of service.
- b. Policy: Promote efficient management and operation to provide a safe, reliable, and cost-effective transportation system.
  - i. **Action**: Upgrade interchanges, intersections, corridors, bridges, intermodal facilities and (para)transit services and their connections as needed.
- c. Policy: Address safety and security concerns in all transportation projects and programs.
  - i. **Action**: Reduce the number of crashes and fatalities (motorized and non-motorized) on the transportation system to achieve the statewide goal of one fatality per 100 million vehicle miles traveled.
  - ii. **Action**: Improve railway/highway crossings, and where possible, eliminate crossings.
  - iii. **Action**: Coordinate facility improvements with local emergency management agency priorities.
  - iv. **Action**: Target projects and programs to support the state's "Vital Six" safety focus areas.

### 2. Goal: Improve mobility and accessibility for all transportation system users.

- a. Policy: Promote efforts to lessen traffic congestion.
  - i. **Action**: Manage targeted areas through the congestion management process (CMP), safety and mobility initiative (SAMI) projects and application of ITS technology.
  - ii. **Action**: Explore interchange/additional access point options with the PA Turnpike.

- iii. **Action:** Support access management efforts and promote better coordination of Highway Occupancy Permits between PennDOT and municipalities to reduce unnecessary access and potential conflict points.
  - iv. **Action:** Reduce single occupancy vehicles (SOVs) by providing incentives to use different modes.
  - v. **Action:** Discourage parking policies that contradict SOV reduction strategies and programs.
- b. **Policy:** Provide adequate facilities to support increasing truck volumes and minimize conflict with passenger vehicles.
    - i. **Action:** Support signage/re-routing to encourage trucks to use limited access, non-local roadways.
    - ii. **Action:** Accommodate intermodal opportunities (locally and regionally) to alleviate long-haul/through traffic on the region's roadways.
  - c. **Policy:** Promote services for special needs populations.
    - i. **Action:** Coordinate transit and paratransit systems and services.
  - d. **Policy:** Integrate projects into the regional transportation system that support Welfare to Work, New Freedoms and Job Access/Reverse Commute programs.

**3. Goal: Promote and increase the use of alternate modes.**

- a. **Policy:** Channel 'new' transportation funds toward alternate modes.
- b. **Policy:** Increase transit ridership and carpooling.
  - i. **Action:** Provide adequate funding to CAT to operate, promote and expand its system, as well as coordinate with neighboring transit systems.
  - ii. **Action:** Continue travel demand management activities.
- c. **Policy:** Encourage timely development of a regional commuter/passenger rail system.
  - i. **Action:** Support Modern Transit Partnership (MTP) efforts to implement regional rail projects.
  - ii. **Action:** Promote transit-oriented land use and mixed use development.
  - iii. **Action:** Acquire and preserve land for proposed rail stations to take advantage of future transit-oriented development opportunities.
- d. **Policy:** Facilitate an increase in the amount of travel by bicycle and pedestrian modes.
  - i. **Action:** Promote linkages for non-motorized transportation between communities and neighborhoods, and between residences and employment/retail centers.

- ii. **Action:** Improve existing substandard bicycle and pedestrian facility conditions.
- iii. **Action:** Coordinate bicycle and pedestrian transportation enhancements projects, local, and State facilities to create an integrated regional network.
- iv. **Action:** Encourage installation of bicycle and pedestrian facilities and improvements with betterment projects.

**4. Goal: Ensure safe and convenient access among different transportation modes.**

- a. **Policy:** Support development of adequate facilities (terminals/stations/park & ride lots) to link different modes of transportation and connect developed areas.
  - i. **Action:** Promote the use of transit (rail and bus), cycling, and pedestrian-friendly ideas when siting new developments.
  - ii. **Action:** Improve area coverage and operation of transit service.
  - iii. **Action:** Improve rail infrastructure to facilitate increased use of inter-city rail system.
  - iv. **Action:** Support implementation of multi-modal projects.
- b. **Policy:** Expand opportunities for truck and rail freight intermodal connections.
- c. **Policy:** Eliminate conflict between motorized and non-motorized modes of transportation.
- d. **Policy:** Promote a full range of transportation choices concurrent with development.
  - i. **Action:** Provide timely and coordinated interconnectivity.

**5. Goal: Minimize negative effects of the transportation system on our communities and environment.**

- a. **Policy:** Promote a more direct link between the transportation planning process, project development and our environmental resources.
  - i. **Action:** Adjust the HATS planning process to better address the mitigation of potential environmental concerns early in the process.
  - ii. **Action:** Apply a sequence of avoid, minimize, rectify, reduce, and compensate actions throughout the project development process to understand and assess environmental effects, and shape projects and alternatives accordingly.
- b. **Policy:** Implement programs to increase the use of alternate modes and reduce SOVs.
  - i. **Action:** Develop and implement Congestion Mitigation and Air Quality (CMAQ) eligible projects.

- ii. **Action:** Increase capacity (widen) roads after careful analysis indicates it is the only feasible solution.
  - iii. **Action:** Seek alternatives to transportation projects which negatively impact wetlands, riparian corridors, unique habitats, steep slopes and agricultural lands.
- c. **Policy:** Expand and connect greenway corridors to serve a transportation function.
- d. **Policy:** Use best management practices for the treatment of storm water runoff from transportation facilities to improve water quality and groundwater recharge.
- e. **Policy:** Encourage context sensitive design (aesthetics, urban design, and environmental stewardship) in transportation and greenway corridors.
  - i. **Action:** Reduce impervious surfaces to protect the natural environment from erosion, water pollution, and drainage problems. Utilize pervious materials.
  - ii. **Action:** Implement traffic calming techniques and promote use of narrower streets.
  - iii. **Action:** Support Pennsylvania Byways efforts.
- f. **Policy:** Implement the strategies of the Pennsylvania and Susquehanna Valley Air Quality Partnership.
- g. **Policy:** Use flexible design criteria, including transit-oriented design, to reduce costs and environmental impacts.
- h. **Policy:** Prevent the concentration of negative impacts of the transportation network on any one particular segment of the community.

**6. Goal: Accomplish land use and transportation planning and administration that is mutually supportive.**

- a. **Policy:** Balance transportation infrastructure design with build-out potential.
  - i. **Action:** Reduce infrastructure investments that support, perpetuate, or lead to dispersed development.
  - ii. **Action:** Give priority to improvements which support the Planned Growth Area (PGA) 'land needs' approach defined by the Regional Growth Management Plan (RGMP).
  - iii. **Action:** Support implementation of the RGMP.
  - iv. **Action:** Preserve existing rights-of-way for major highway and transit projects, and dedicate future corridors as part of development plan approvals.
- b. **Policy:** Implement transportation improvements to enable economic competitiveness, productivity and efficiency.

- c. Policy: Encourage coordinated efforts between and with the State, Region, Counties, and Municipalities.
- 7. Goal: Improve the transportation planning and programming process.**
- a. Policy: Continue to build upon public involvement opportunities.
    - i. **Action**: Explore the potential of scenario building as a tool for education, public involvement, and/or decision-making.
  - b. Policy: Improve communication with local municipalities and other community contacts.
    - i. **Action**: Conduct education and outreach opportunities as outlined in the *Public Education and Public Involvement (PEPI) Plan*.
  - c. Policy: Refine the technical processes used to prioritize and program projects.
    - i. **Action**: Develop a performance measures and/or indicators to evaluate and monitor the projects and programs resulting from the transportation planning process.
  - d. Policy: Revise committee memberships and form sub-committees or task forces as needed.
- 8. Goal: Enhance funding opportunities for transportation system improvements.**
- a. Policy: Facilitate the formation and operation of a Regional Transportation Funding Partnership to bring additional, non-traditional transportation funds to the HATS region.
  - b. Policy: Facilitate the creation of funding sources for smaller, more rural areas.
  - c. Policy: Distribute information regarding innovative funding sources and strategies.
    - i. **Action**: Promote the use of the Pennsylvania Infrastructure Bank.
    - ii. **Action**: Support creation of transportation development districts or impact fee programs at the municipal level.
    - iii. **Action**: Encourage collaborative public/private sector partnerships in funding transportation improvements.
  - d. Policy: Use flexible funding opportunities provided by Federal surface transportation legislation.

### **Linking Planning & NEPA**

As described in Chapter III, *Existing Conditions & Initiatives*, transportation facilities can have a wide range of potential impacts on the natural and human environment. These potential impacts need to be accounted for, analyzed and mitigated as transportation project needs are initially defined and well in

advance of project delivery. The National Environmental Policy Act (NEPA) establishes the context within which transportation decision-making must occur in order to balance engineering and transportation needs with social, economic and environmental factors.

NEPA requires all transportation projects that receive federal funding to comply with its requirements. This RTP 2007 Update has made an effort to evaluate the projects of the plan according to these requirements. However, as many projects in the RTP have not reached the project development phase, less detailed information is available for these projects, and therefore, a more general evaluation has been conducted.

The location of the projects was mapped in relation to the core environmental features identified in Tri-County Regional Planning Commission's (TCRPC) adopted Regional Growth Management Plan (RGMP), described in Chapter III, *Existing Conditions & Initiatives*. The complete RGMP is available online at <http://www.tcrpc-pa.org/rgmp.asp>. In particular, the RTP's potential impact on water resources, wetlands, floodplains, farmland, historic resources, and sensitive species are recognized.

An initial scan is presented to highlight potential impacts upon regional environmental features, with which to target more detailed analysis as projects advance through the project development process. This scan is intended only as a starting point, to begin to address potential environmental impacts, and inform project concept and alternatives development.

Site specific impacts will need to be investigated in detail, as project scopes become more definitive, in accordance with NEPA regulations. At a minimum, most new construction and transit improvement projects will require a detailed environmental assessment (EA) which outlines the social, economic and environmental impacts of project alternatives. The preparation and approval of a draft and final environmental impact statement (EIS) are required if the impacts for a transportation project or program are deemed "significant." There are no projects requiring EIS documentation currently programmed, or anticipated to be programmed, in the HATS region.

### Consultation

Key planning provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) require the RTP to be developed in consultation with State, tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. This consultation is intended to relate proposed transportation plans, programs and policies to inventories and programs for natural or historic resources, and conservation plans and maps, if available.

In addition to the regional environmental features inventory of the RGMP, the RTP Task Force (which guides the development of the plan) includes the Pennsylvania Environmental Council as a participating member. Throughout the update process of this RTP, expertise from the environmental community has been provided. Early outreach (September 2005) to various community organizations also included the Sierra Club. A summary of comments from the outreach meetings begins on page V-27.

Finally, input was gathered at periodic meetings of the Agency Coordination Meeting (ACM) group as to specific environmental resources to be avoided, which have not already been accounted for in the RGMP or draft RTP Update, as well as any mitigation strategies and best management practices the environmental review agencies encourage. Ongoing adjustments regarding the HATS transportation planning process was also discussed with the RTP Task Force to gain insights on how to strengthen the connection with planning and the environment. See *Ongoing Transportation, Land Use & Environmental Linkages* section below for more detail.

#### RTP Projects with Potential Environmental Impact

Comparison of the currently programmed RTP projects with the regional environmental features defined in the RGMP shows the following major projects (non-maintenance projects) are those with potential impact upon the region's core natural and cultural features. As noted previously, site specific impacts will need to be investigated in detail, as project scopes take shape. A more detailed listing of projects by feature is included in the Appendix.

#### ***TIP Projects (FFY 2007-2010)***

##### *Highways*

Exit 44 Improvements	PA 283 Reconstruction 3
Southern Gateway Project	Hbg. Inter. Amtrak Station
PA 39 West Hanover Widening	New Kingstown Bypass
US 15/PA 581 Improvements	PA 743/US 422 Square Improvements
Walnut Bottom Road Widening	7th Street Corridor Widening
US 322 & PA 743 Intersection	US 422 & Lingle Avenue Intersection
Mechanicsburg Signals	Linglestown Square
US 11/15 Rock Slope	I-81 Exits 48/49 Interchange
Nyes Road	Silver Spring/Lambs Gap Road/Carlisle Pike
Jednota Phase I	PA 274 Business Campus
Cameron/Paxton Streets Intersection	PA Route 34/Sunnyside Drive

##### *Bridges*

209 Bridge Williams Township	Cisna Run Bridge Replacement
Spring Road Bridge	Bridge over Swatara Creek
Williams Grove Road Bridges	Mulberry Street Bridge Rehab
Manada Bottom Bridge 2	Conodoguinet Bridge
Walnut Street Pedestrian Bridge	Locust Point Road Bridges
Shermansdale Road Bridge	Big Spring Avenue Bridge
Dellville Road Bridge I	Burnt House Road Bridge
Burd Street Bridge	Buffalo Creek Bridge

Bachmanville Road Bridge  
Enola Road Bridge Replacement  
US-322 Bridge PM Group  
I-81 Bridge PM Group

I-81 Bridge PM Group 2  
I-81 Wade Bridge Rehab  
I-83 South Bridge Rehab

### ***RTP Projects (FFY 2011-2030)***

#### *Highways*

US 322 Corridor Improvements  
PA 944 Corridor Improvements  
PA 34 Corridor Improvements  
Jednota Phase 2  
St Johns Church Road Interchange Area  
Second Street Corridor  
Rossmoyne Rd/Wesley Dr/Sheely Lane  
US Routes 11/15 (11A)  
PA Route 274 (274A)  
US 11/15 Rock Slope (Area 2-Pkg 11-F CPTF)  
Wertzville/Lambs Gap Road; PA 944 (944B)  
US 22/322 (11E)  
PA Route 944 (944D)  
PA Route 34 (34C)  
PA Route 849 (849B)  
PA Route 34 (34D)  
Stella Street Rail Crossing  
Walnut St/Progress Avenue  
21st St/Poplar Church Rd/Center St Realign  
Allentown Blvd & Mountain Rd Intersection  
Spring Road/Longs Gap Road  
Spring Rd/Calvary Rd Intersection  
Forge Road and Fairview Street  
Forge Road and Springville Road  
Forge Road and Lindsey Road  
York Rd & Petersburg Rd  
Shippensburg Road/West Creek Road  
Shippensburg Road/East Creek Road  
Inner Loop - Signalization Project  
Union Deposit and Conway Road  
Jonestown Rd - Franklin St & Locust St  
Allentown Blvd & Hershey Rd Intersection  
Mountain Rd & Blue Ridge Ave Intersection  
N Hockersville/Hanover St/Hersheypark Dr  
Holly Pike & Pine Road Intersection  
Holly Pike/Marsh Drive Intersection  
Walnut Bottom Road/Eastgate Drive  
SR 274 and Locust Road  
Rt 174 and Petersburg Road  
Hershey Rd & Orchard Rd Intersection  
Hershey Rd & Green Hill Rd Intersection  
Hershey Rd & Green Hill Rd - So. Approach

Hershey Rd & Devonshire Heights Rd  
Walnut Bottom Road  
Nyes Road Improvements  
Milroy Road  
Chocolate Avenue Widening  
Governor Road Widening  
Sheely Lane Widening  
Sporting Hill Road Widening  
Gettysburg Road Widening  
Trindle Road Widening  
Wertzville Road Widening  
Market St/Rt 11/15 Signal Pre-Emption  
East Drive/On-Campus Perimeter Access Rd  
US 422, US 322 and PA 39 Interchange  
Bow Creek Road  
US 15/Rossmoyne Rd/Wesley Dr Intchg  
US 15/Slate Hill Rd Intchg Ramp Relocation  
Zimmerman Drive Extension

I-83: Union Deposit Road to US 22  
I-83: US 22 to I-81  
I-83: Union Deposit Interchange to  
Eisenhower Interchange  
I-83: Paxton Street Interchange/Local Access  
I-83: Eisenhower Interchange  
I-83: 19th Street to 29th Street  
I-83: Cameron Street to 19th Street  
I-83: South Bridge Substructure  
I-83: South Bridge Superstructure  
I-83: 2nd Street Interchange  
I-83: Existing South Bridge Superstructure  
I-83: Third St Overpass/Lowther St Reconstr  
I-83: York Split Reconstruction  
I-81 Widening - Segment 3  
I-81 Widening - Segment 4  
I-81 Widening - Segment 5  
I-81 Widening - Segment 6  
I-81 Widening - Segment 7  
I-81 Wade Bridge Improvements  
I-81 Exit 29 Interchange Improvements  
I-283 Rehab

#### *Bridges*

T-422 Dix Hill Road Bridge  
Linton Hill Rd Bridge (PNT1)  
Pine Hill Road Bridge (RYT2)

Toboyne Township Bridge No. T-300  
South Main Street Bridge (MYB1)  
Clarks Ferry Bridge & Roadway

Red Top Road Bridge (LPT 9)  
Jonestown Road (T-601) Bridge  
Goose Valley Road Bridge  
Division Street Bridge  
Maclay Street Bridge  
South Meadow Lane (T-625) Bridge  
Potato Valley Bridge  
Dauphin County Bridge #122

Jonestown Rd Bridge (LPT 10)  
Derry Street Bridge  
McClellan Road Bridge  
Wolf Bridge  
Craighead Bridge  
Erford Road Bridge  
Sulphur Springs Road Bridge  
Lebo Road Bridge

### Mitigation

The mitigation of environmental impacts must be considered from the start of the project development process, whether or not the impacts meet the technical definition of “significant.” As such, the HATS transportation planning process needs to adjust to better address the mitigation of potential environmental concerns early in the planning process. See discussion below in *Ongoing Transportation, Land Use & Environmental Linkages*.

The following sequence of actions must be incorporated throughout project development to understand and assess environmental effects, and shape the project and alternatives accordingly.

- **Avoid** the impact altogether by not taking a certain action or parts of an action
- **Minimize** impacts by limiting the degree or magnitude of the action and its implementation
- **Rectify** the impact by repairing, rehabilitation, or restoring the affected environment
- **Reduce** or eliminate the impact over time by preservation and maintenance operations during the life of the action
- **Compensate** for the impact by replacing or providing substitute resources or environments

Minimizing negative effects of our transportation system on our environment is one of eight broad goals supported by the RTP. HATS promotes transportation policies and projects that respond to this goal by looking at roadway projects, alternate modes and fuels, ideas to reduce air pollution and congestion, and supporting ways our region might preserve and enhance the natural environment while meeting future mobility needs.

Monitoring the performance of our transportation network includes air quality analyses of the impacts of emissions associated with on-road vehicles. The RTP strives to reduce congestion not only by increasing the efficiency of the transportation network but also by reducing the number of vehicles on the network, thus trying to avoid that impact altogether. HATS continues to promote key programs related to travel reduction and alternate modes, such as the Susquehanna Regional Transportation Partnership and the Modern Transit Partnership.

### Techniques to Reduce Environmental Impacts

Recommendations from the RGMP and the RTP 2007 Update encourage techniques to avoid and minimize the environmental impacts associated with development. These actions can help to minimize habitat and water quality impacts, and reduce our dependence on automobiles, which influences noise and air pollution levels.

The RGMP introduces the *land needs concept*. That is, density goals for urban, suburban and rural areas are applied to municipal-level projections to determine the “land need” that must accommodate future populations. Accordingly, municipalities may apply zoning or other tools to fit the land need of their future populations with the physical land characteristics and capacities of their communities. Planning based on future needs balances environmental resources with building space opportunities for future residents and businesses.

Compact development is encouraged through *infill* and *redevelopment*. These techniques encourage continued (re)investment in areas already developed and supported by community infrastructure. Because these areas are already developed, they often require shorter trip distances and are more supportive of transit opportunities, walking or other non-motorized modes.

Similarly, *cluster* and *mixed use* development use less land area, minimize impervious surface area and runoff, and produce less vehicle travel and fewer emissions than traditionally dispersed development. These techniques can reduce habitat disruption and other adverse impacts on wildlife, vegetation and water quality. Mixed use, in particular, has potential to use parking and other transportation infrastructure more efficiently, as well as achieve a greater jobs and housing balance.

The importance of providing alternate modes, a balanced network, and transportation choices through the HATS RTP, as well as alternate approaches to development for municipalities has clear environmental, social, economic, and health benefits for our region. The key to our success depends on how well these techniques (and others) are implemented and combined to create synergy and a sustainable region into the future.

### Ongoing Transportation, Land Use & Environmental Linkages

While identifying potential environmental impacts of programmed projects is useful given current resource and timing constraints, it is a reactionary effort which does not address the core issue nor present a long term solution to linking planning and NEPA.

The HATS process continually evolves and adapts to change so that opportunities are not lost to avoid environmental impacts, and projects are not forced to undertake costly and less environmentally beneficial mitigation measures. It is necessary for HATS to reassess the current planning process and make changes to the methodology, such that the environmental component is better reflected in a project's foundation and a more integral element within its alternatives.

Adjustments to the current process will also require additional efforts to increase the awareness and understanding of the process and why adjustments continue to be made. Information on a more broad scale regarding the connection between transportation, the environment, and land use will need to be included in this education and outreach. Water quality, air quality, health and safety issues as well as different approaches to land development as described previously should be included as well.

Several supporting programs to address our region's environmental assets, described below, are currently underway and should be encouraged to be implemented as appropriate to strengthen the transportation, land use, and environmental connection in our region.

- Recommendations of the **RGMP** are being implemented through the development of County and municipal comprehensive plans, and open space/greenway plans.
- **Growing Greener II** is a \$625 million statewide investment in connecting economic and community development with development practices to reduce environmental impacts.
- **Community Impact Assessment** is a tool to evaluate the effects of a transportation action on a community and its quality of life. Its information is used continuously to mold a project and provide documentation of the current and anticipated social environment of a geographic area with and without the action.
- **Context Sensitive Solutions** is an approach to project development which emphasizes the broad nature of solutions to transportation needs by focusing on enhancing the quality of life for transportation users, communities and the surrounding environment. Context Sensitive Solutions looks at the broad context transportation plays in enhancing communities and natural environments, be they urban, suburban or rural, scenic or historic.
- **Green Infrastructure** is our region's natural life support system - an interconnected network of land and water that supports native species, maintains natural ecological processes, sustains air and water resources and contributes to the health and quality of life of communities. Just as built infrastructure systems are planned, designed and invested in far in

advance of their actual use, we should plan, design and invest in our green infrastructure such that a balanced ecological and economic potential of our landscape is realized.

- The **Natural Infrastructure** project is a tool developed to examine and understand the relationship between the economic and ecological characteristics throughout a region. This tool could be developed and applied to south central Pennsylvania to better connect the transportation and environment relationship. Once identified, the natural functioning and use of our green infrastructure can help reduce costs to develop or improve the functioning of our built infrastructure.
- **Conservation banking** can be used in conjunction with large-scale, regional plans to mitigate unavoidable transportation impacts. This would require a funding mechanism similar to, or a component of, the current PA Infrastructure Bank program to provide early mitigation action. In the long run, the up-front costs would be recouped by controlling transportation project costs, improving project delivery and creating a better functioning natural and built infrastructure altogether.

HATS can continue to improve the connection between transportation planning, land use, and our environment by better utilizing already available tools, and adjusting our transportation, land use, and environmental planning processes to work more in concert with each other. This will require the active participation of many stakeholders, including HATS, PennDOT, the state environmental agencies, economic development interests, local municipal officials, and the general public to be successful.

### **Financial Plan**

Federal planning regulations require the RTP to include a financial plan that shows consistency of the proposed transportation investments with already available and projected sources of funds. Budget projections must reflect existing conditions and historic trends.

The following methods were used to establish projected funds to the year 2030 and match the project needs identified in the previous sections with the anticipated available funds. Because of the uncertainties inherent in predicting future funds, some assumptions should be noted:

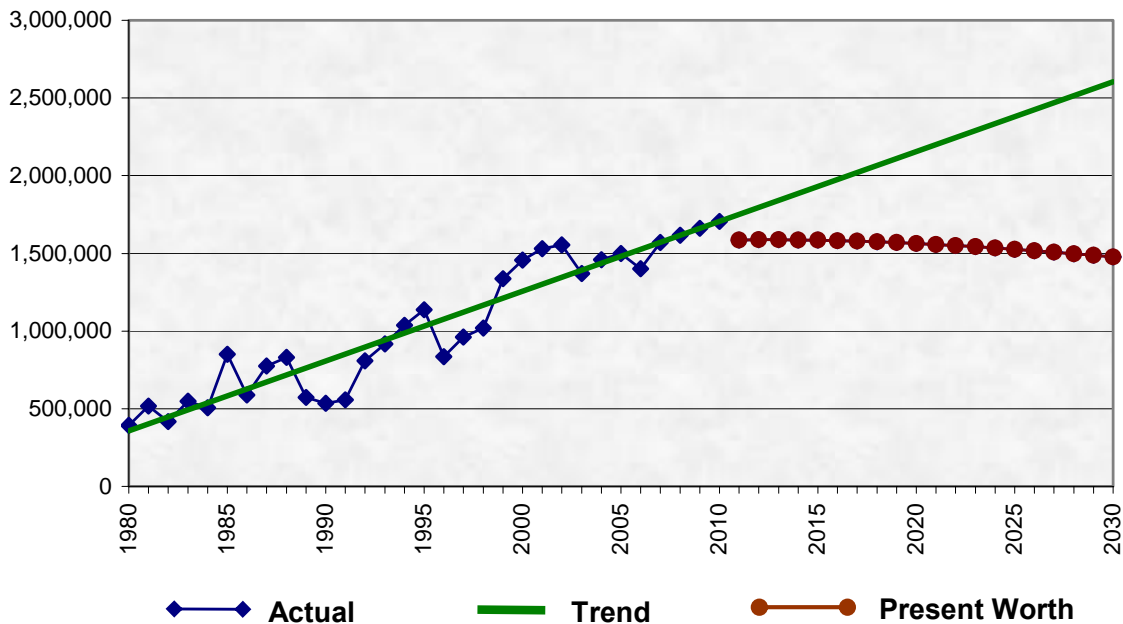
- Only “regular” base funds were used in projecting future funds for non-interstate projects
- Discretionary (“spike”) funds and legislative earmarks were projected from historical trends and applied only to the I-83 Master Plan and I-81 Corridor Widening projects.
- All revenues are projected based on past trends - no assumptions have been made regarding potential Federal or State legislation.

- All costs are current dollars (2006). Projected revenues are in present worth terms, adjusted such that revenues and costs over time are both in current dollars and can be compared.
- The mix of project funds will remain as currently distributed in the TIP with Federal funds the largest proportion (78.3%), followed by State funds (13.7%), and local funds (8.0%).
- Listed project costs are general, estimated figures based on past costs incurred by similar project types.

**Federal Funds - Highway & Bridge**

Pennsylvania’s total Federal-aid funds are projected to the year 2030 using PennDOT financial records beginning in 1980. A regression line is used to estimate the “best fit” for the existing trend to 2006 then extended to the year 2030. The projected revenues were ‘deflated’ using present worth factors of 2.5% compounded annually to reflect current dollars, as illustrated on the following graph.

**Pennsylvania Federal Aid  
1980 to 2030**



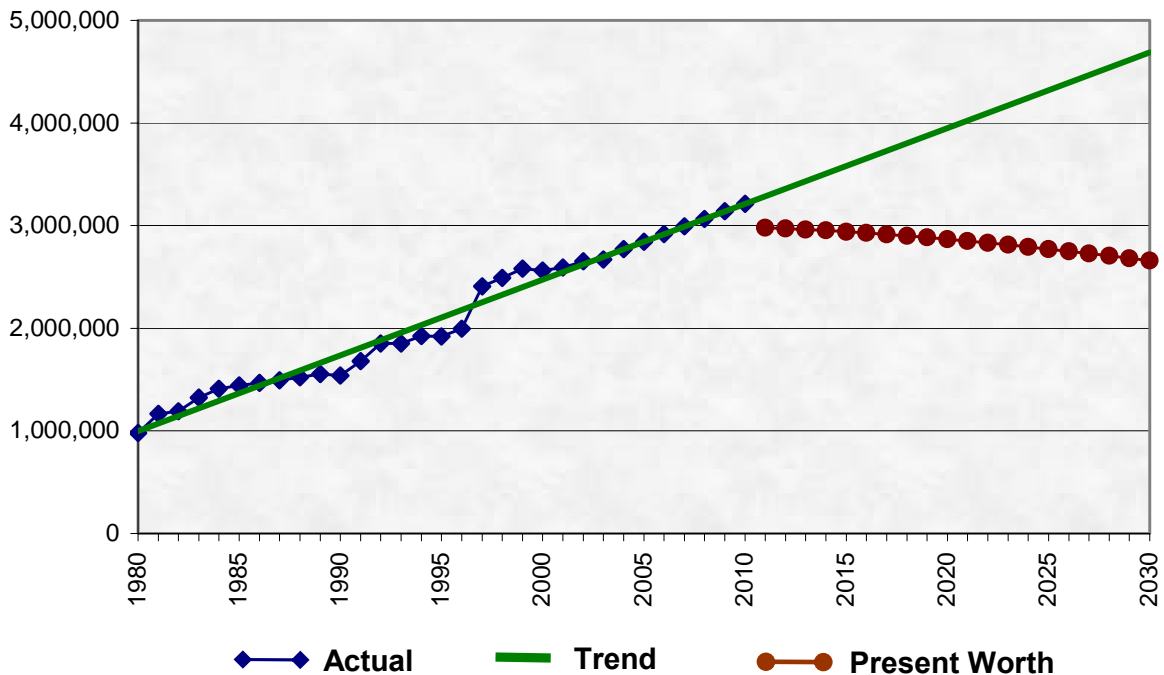
The portion of these statewide Federal funds allocated to the HATS region is calculated based on a formula agreed upon by the planning organizations (MPOs and RPOs) across Pennsylvania. The elements in this formula include the region’s population, lane miles of highway, and vehicle miles traveled. For the most recent TIP Update, this formula calculates 4.22% of Pennsylvania’s total Federal funds to be allocated to the HATS region. This proportion is assumed

to be constant through 2030. Within that HATS base allocation, highway safety (4.3%) and transportation enhancements (2.2%) were also assumed to remain constant. Interstate maintenance funds (IM) were estimated at \$13.2 million annually as advised by PennDOT.

State Funds - Highway & Bridge

Total State funds are projected to the year 2030 using historical motor license fund (MLF) revenue data from PennDOT records, 1980 to 2004. Again, a regression line is used to estimate the “best fit” for the existing trend to 2006 then extended to the year 2030. The projected revenues were ‘deflated’ using present worth factors of 2.5% compounded annually to reflect current dollars, as illustrated on the following graph.

**Total State Revenues  
1980 to 2030**



The portion allocated to the HATS region was assumed to be 0.3%, which generates a balance of Federal and State funds consistent with the current TIP distribution (78.3% Federal, 13.7% State). This proportion is assumed to be constant through 2030.

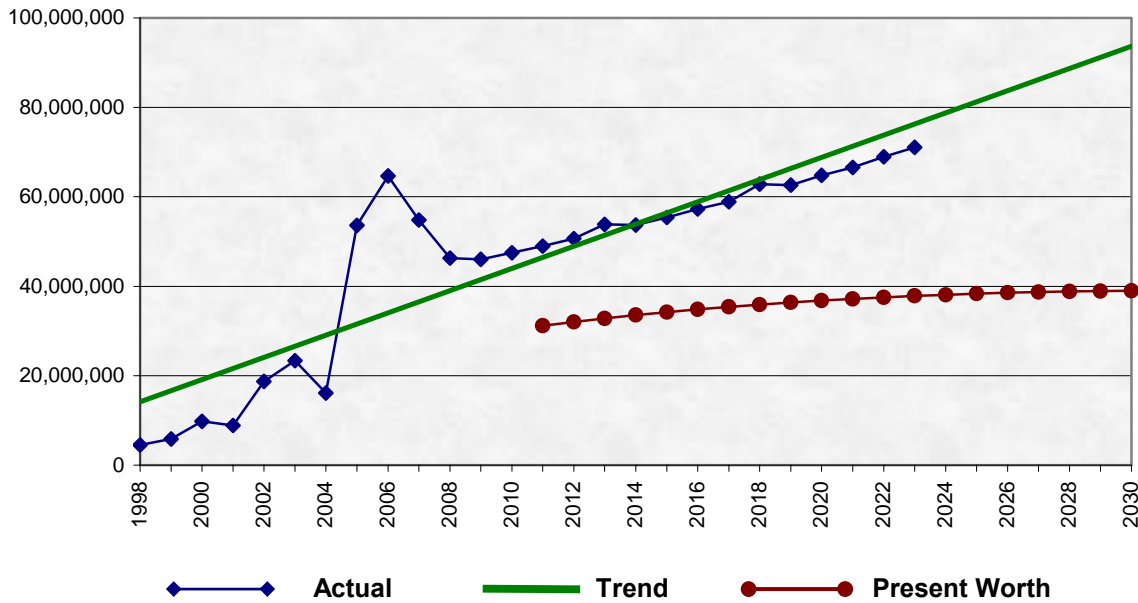
Local Funds - Highway & Bridge

Local funds include contributions from municipalities as well as private sector entities. These funds also were assumed to be constant at the current TIP level (8.0%) of combined Federal and State funds.

Transit Funding

Total transit funds are projected to the year 2030 using previous and current 20-year financial plan data from CAT, 1998 to 2024. Again, a regression line is used to estimate the “best fit” for the existing trend and 20-year projections, then extended to the year 2030. The projected revenues were ‘deflated’ using present worth factors of 2.5% compounded annually to reflect current dollars, as illustrated below.

**Total Transit Funds  
1998 to 2030**



Total estimated base funds available to 2030 for HATS transportation programming is summarized as follows:

Highway and bridge projects .....	\$1,566,750,376
Highway safety improvement (HSIP) projects.....	\$58,303,652
Transportation enhancement (TE) projects.....	\$29,403,487
Interstate maintenance (IM) projects.....	\$306,024,500
Transit projects.....	\$797,978,852
<b>RTP base funding total .....</b>	<b>\$2,758,460,867</b>

Other discretionary funds, special earmark and ‘spike’, have been projected based on historical trends funds for application to the I-83 Master Plan and I-81 Corridor Widening projects only. Since 1999, HATS has received ‘spike’ funds at an annual average of \$10.1 million. Additionally, since 1995 HATS has received federal earmarked funds at an annual average of \$3.7 million.

Only the first phase of the major interstate reconstruction projects necessary for I-83 and I-81 (totaling \$246,693,000) are included in the fiscally constrained listing of RTP projects. Completion of the entire I-83 Master Plan and I-81 Corridor Widening projects totals \$2.4 billion, and the detailed project descriptions for the remaining unfunded phases (totaling \$2.2 billion) are included in the tables which follow for informational purposes only.

Because of the national influence and impact of the interstate facilities and the magnitude of the costs involved, it is necessary for substantial funds outside the expected HATS base allocation to be obtained in order to fully fund the completion of these interstate projects. Maintenance of the interstate system provides a national benefit, and requires funding magnitudes that are available at a federal level, not locally. The goods movement study demonstrated that our interstates serve, and are used by, more than our region's businesses and residents.

It follows that other/outside resources should contribute to the maintenance of these facilities. HATS' individual resources are wholly inadequate to meet these statewide/nationally driven demands. The total projected revenues for highways and bridges in the HATS region over the next two decades approaches \$2 billion (exclusive of 'spike' and earmarks), where the costs for the interstate improvements in our region exceeds that total.

Therefore, HATS policy can be to spend all of the known resources on the interstate projects (and still not complete them by 2030) and do nothing for the supporting regional transportation network, or HATS can focus its resources on the more localized projects and find 'other' sources of revenue to complete the interstates projects. For this RTP Update, the fiscally constrained project list provides funds for the I-83 and I-81 projects with the following commitments:

- State funds = 100% of the pre-construction phases
- IM funds = 67% of the construction phase
- 'Spike' and Federal earmarked funds = remaining 33% of the construction phase

That is, no HATS base allocation funds are expended on the interstate projects. The emphasis of this RTP Update continues to be on the regional transportation network which supports and feeds into the interstates. The resulting projected funds for HATS regional projects are summarized in greater detail in the table which follows.

## Summary – Projected Revenues

	Year	HWY / BRG				SAFETY (HSIP)	ENHANCE (TE)	INTERSTATE (IM)	TRANSIT	ANNUAL TOTAL	TOTAL (incl TIP 'other' funds)	
		Federal	State	Local	Subtotal							
<b>CURRENT TIP (as of Jul-01-06)</b>	2007-2010	188,201,962	40,571,268	23,644,677	197,062,230	8,572,000	4,323,000	42,024,500	71,893,250	<b>323,874,980</b>	<b>416,272,769</b>	
<b>MID RANGE: 12 YP FFY 2011-2018</b>	2011	55,748,315	9,233,203	5,198,521	70,180,039	2,539,158	1,280,539	13,200,000	31,188,386	118,388,122		
	2012	55,802,636	9,210,621	5,201,061	70,214,317	2,541,632	1,281,787	13,200,000	32,029,040	119,266,776	560,112,017	HWY/BRG
	2013	55,821,208	9,183,659	5,200,389	70,205,256	2,542,478	1,282,213	13,200,000	32,810,316	120,040,264	20,296,537	HSIP
	2014	55,805,629	9,152,524	5,196,652	70,154,805	2,541,769	1,281,856	13,200,000	33,534,380	120,712,809	10,235,876	TE
	2015	55,757,670	9,117,456	5,190,010	70,065,136	2,539,584	1,280,754	13,200,000	34,203,576	121,289,050	105,600,000	IM
	2016	55,678,617	9,078,616	5,180,579	69,937,811	2,535,984	1,278,938	13,200,000	34,820,160	121,772,893	269,876,440	TR
	2017	55,570,570	9,036,298	5,168,549	69,775,418	2,531,063	1,276,456	13,200,000	35,386,350	122,169,287		
	2018	55,434,587	8,990,630	5,154,017	69,579,235	2,524,869	1,273,333	13,200,000	35,904,232	122,481,669	<b>966,120,870</b>	
<b>LONG RANGE: FFY 2019-2024</b>	2019	55,272,130	8,941,807	5,137,115	69,351,051	2,517,469	1,269,601	13,200,000	36,375,750	122,713,872	411,679,648	HWY/BRG
	2020	55,084,590	8,890,011	5,117,968	69,092,569	2,508,928	1,265,293	13,200,000	36,802,920	122,869,710	14,955,946	HSIP
	2021	54,873,367	8,835,431	5,096,704	68,805,502	2,499,307	1,260,442	13,200,000	37,187,628	122,952,878	7,542,529	TE
	2022	54,639,715	8,778,231	5,073,436	68,491,382	2,488,665	1,255,075	13,200,000	37,531,680	122,966,801	79,200,000	IM
	2023	54,384,741	8,718,552	5,048,263	68,151,557	2,477,052	1,249,218	13,200,000	37,836,802	122,914,628	223,839,484	TR
	2024	54,109,718	8,656,566	5,021,303	67,787,587	2,464,525	1,242,900	13,200,000	38,104,704	122,799,716	<b>737,217,607</b>	
<b>LONG RANGE: FFY 2025-2030</b>	2025	53,815,780	8,592,420	4,992,656	67,400,856	2,451,137	1,236,149	13,200,000	38,337,090	122,625,233	397,896,481	HWY/BRG
	2026	53,503,997	8,526,255	4,962,420	66,992,672	2,436,937	1,228,987	13,200,000	38,535,396	122,393,991	14,479,169	HSIP
	2027	53,175,373	8,458,200	4,930,686	66,564,259	2,421,969	1,221,439	13,200,000	38,701,250	122,108,916	7,302,082	TE
	2028	52,830,939	8,388,390	4,897,546	66,116,876	2,406,281	1,213,527	13,200,000	38,836,152	121,772,836	79,200,000	IM
	2029	52,471,758	8,316,968	4,863,098	65,651,824	2,389,921	1,205,277	13,200,000	38,941,390	121,388,412	232,369,678	TR
	2030	52,098,565	8,244,023	4,827,407	65,169,995	2,372,924	1,196,704	13,200,000	39,018,400	120,958,023	<b>731,247,411</b>	
<b>TOTAL</b>		<b>1,280,081,867</b>	<b>216,921,128</b>	<b>125,103,058</b>	<b>1,566,750,376</b>	<b>58,303,652</b>	<b>29,403,487</b>	<b>306,024,500</b>	<b>797,978,852</b>	<b>2,758,460,867</b>	<b>2,850,858,656</b>	

\* Note: Includes "base" funds only - other/additional funds (\$86,617,401, plus \$5,780,388 TE = \$92,397,789) are not included in projections.

92,397,789 '07 TIP other funds  
2,758,460,867

**\$1,960,482,015**

## Projects & Programs

Projects included in this Regional Transportation Plan are determined by the various analyses and studies conducted by PennDOT, CAT, and HATS planning staff and supported by the data presented in the previous plan sections. In addition, the RTP supports projects and programs recommended to HATS by local municipalities, task forces, and other community groups.

Historically, there has been a greater demand for transportation improvements than the resources available to meet the need. This continues to be the case through the duration of the 2030 RTP.

Some of the major transportation improvement needs programmed for the HATS region over the next two decades include:

- ◆ I-83 East Shore Section 1 ..... \$159 million
- ◆ PA 283 Reconstruction 3..... \$120 million
- ◆ US 15/PA 581 Improvements..... \$91 million
- ◆ I-81 Exits 48/49 Interchanges ..... \$92 million
- ◆ Southern Gateway Project..... \$92 million
- ◆ I-81 Widening - Exit 57 to 61 ..... \$84 million
- ◆ US 322 Corridor Improvements..... \$75 million
- ◆ I-81 Exit 29 Interchange Improvements..... \$55 million
- ◆ Exit 44 Improvements..... \$41 million
- ◆ PSU-HIA Access (Jednota-Phase 2) ..... \$27 million
- ◆ Corridor One..... \$529 million
- ◆ New/Expanded Bus Service ..... \$47 million
- ◆ Bus Replacements..... \$26 million
- ◆ General Preventative Maintenance ..... \$207 million

A complete project listing and location map is provided on the following pages. Because the RTP is required to be fiscally constrained, the project list and funds projected to be available must balance for each program period, in accordance with the amounts noted in the previous section.

The emphasis of this RTP Update continues to be on the regional transportation network, which supports and feeds into the interstates. HATS' policy has been to use base allocation funds for smaller-scale regional projects, and seek discretionary funds for large-scale projects such that the base funds remain available for these smaller projects. In this regard, the smaller-scale regional projects are not delayed at the expense of the larger-scale improvements. The proposed approach to interstate funding is consistent with HATS' past approach to funding larger-scaled projects.

“Other” potential funding sources could include bond financing, motor license tax, tolling, inventory tax, public-private ventures, or a national funding policy











for interstates. The interstate system was built with its own stream of revenues and it will take that same commitment (apart from HATS) to continue to maintain a safe, functioning, national interstate system. HATS should continue to explore these funding options, however, federal rules for fiscal constraint preclude using these as sources of expected revenue in the RTP to balance our program since the region does not have an established track record with these resources. As such, they do not fit the “reasonably expected” criteria to use in our projections of anticipated revenues.

There are also opportunities for land use linkages through Transit Revitalization Investment District (TRID) and Transit Oriented Design (TOD) development, which could be used to lessen the continued demand for the highway system, as they would provide more transit opportunities.

On the transit side, the issue of capital and operating funds remains a legislative one. HATS will need to work with the recommendations from the Pennsylvania Transportation Funding Reform Commission and CAT to generate a balanced transit program. Similar to the interstates, outside funding sources also will be necessary to complete the regional rail effort.

Maintaining our existing transportation system is also a major expense, totaling more than a half billion dollars. Where the HATS region continues to experience increasing transportation improvement needs, the region also has significant obligations in maintaining our previous transportation investments. This only re-emphasizes the need to pursue additional funds.

Studies and special analyses are also recommended in support of the 2030 RTP to be funded through the regular HATS Unified Planning Work Program (UPWP) and potential supplemental planning funds. These areas of interest include a more detailed examination of crash/safety corridor areas, as well as a long-range transit needs analysis to further define programs and services to complement our existing fixed route bus network and expanding regional rail system. The following studies also have been suggested through our project solicitation process:

- I-81 Rail Study – Alternative to I-81 Widening
- Carlisle Pike/Market Street Widening Study
- 63<sup>rd</sup> Street Rudolph Dinnini Memorial Bridge Study
- PA 39/PA 743/Sand Beach Road Corridor Study
- Business US 11/15 Route Relocation Study

### **Implementation**

Implementation for the RTP projects occurs through the biennial update of the State’s Twelve-Year Program ([TYP](#)) and HATS four-year Transportation Improvement Program ([TIP](#)). Major regional projects must be identified in the RTP and be included on the HATS TIP in order to be eligible to receive Federal

project funds. The TIP serves as the local capital plan for transportation projects.

The RTP update process begins with a solicitation of transportation improvement projects from over 170 transportation planning participants within the HATS region, including 106 local municipalities, county governments and departments, Capital Area Transit, Susquehanna Area Regional Airport Authority, as well as regional organizations such as chambers of commerce. This solicitation is a regular reminder to HATS of local municipal transportation priorities and how those priorities may have changed in their relationship to the RTP.

Once received, the project suggestions are evaluated based on 17 objective project ranking criteria, input from each County Planning Commission, Tri-County Regional Planning Commission, and the HATS Technical and Coordinating Committees. In the long-term, the project ranking criteria system will create a documented process to track project progress and keep local municipalities informed of their projects' status. The goal of the project ranking criteria is to ensure consistency between the mix of projects and investments of the TIP and the goals and policies implemented through the RTP and other plans and programs in our region. The prioritized regional project list is used as a starting point in terms of programming available funds.

Each programmed project must follow the established ten-step project development process. This process includes documenting project need, identifying alternatives, evaluating alternatives against project need, assessing impacts to the built and natural environment, and selecting the best alternative. As projects go through this process, some will not continue for any variety of reasons, such as impacts being too great or lack of community support. As successful projects meet these requirements, subsequent phases of the project are funded and implemented until completion.

In summary, this plan identifies but does not provide solutions for all known transportation needs, as they exist at the time of the 2030 RTP adoption. This plan lists projects and time frames within which projects are likely to occur. The program of projects will be implemented if the project development process requirements are satisfied and the financial resources assumed in the RTP are in place.

It is also important to note the RTP is a dynamic document. It must be updated at least every four years, at which time project schedules, costs and priorities are reviewed. Interim reports may be prepared as necessary to provide pertinent information as it relates to the RTP assumptions, developing issues, project status, and newly identified needs.

**INSERT PROJECTS MAP HERE**

It is becoming increasingly important to coordinate regional transportation planning activities with other MPOs, PennDOT, economic development, housing, and land use planning agencies throughout the entire planning and implementation process. These agency missions and programs are intertwined with varying degrees of activity and levels of implementation authority, and therefore it is important to work cooperatively so as not to duplicate effort or inadvertently work at cross-purposes. This will continue to be a challenge well worth the effort, particularly in the competitive climate created by limited available resources.

### **Public Education & Public Involvement**

Public education and public involvement are key components to successful planning and decision-making. Citizens (residents, business people, and property owners) need and deserve ongoing communication regarding projects and issues that affect their community. While complete consensus is rare, public education and public involvement may bring understanding and dialogue to planning studies and complex issues. The Harrisburg Area Transportation Study (HATS) adopted its [Public Education/Public Involvement \(PEPI\)](#) plan on December 16, 2005 to provide private citizens and groups an opportunity to participate and influence public decisions. The plan facilitates two-way communication aimed at incorporating the views and ideas of the public into policies and plans. It seeks the advice and consent of concerned elected officials, planners, and citizen leaders. This RTP Update was developed in accordance with the guidelines of the current PEPI plan and information gathered by the techniques employed.

A number of techniques were used to gather information about what people feel are the most important issues for transportation over the next 20 years. These techniques included:

- outreach sessions
- a general transportation survey
- information booths at Strawberry Square
- HATS committees, RTP Task Force, CAT, PennDOT and other stakeholder meetings

### Outreach Sessions

Nearly 50 outreach sessions were conducted with area community organizations, human resource agencies, chambers, and local governments to identify regional transportation issues. A complete listing of sessions is provided in the Appendix. One common theme expressed throughout the sessions was the need for expanded and improved public transportation, in any variety of forms, particularly to meet the needs of rural residents. The following highlights the main topics of discussions.

### ***Highway/Roadway***

- HOV lanes should be considered for use by carpoolers and public transportation vehicles.
- Rural highways are important as they provide the only link between urban and rural areas. When improving and maintaining rural highways, issues such as handling farm equipment and providing sufficient shoulders for bikes and pedestrians must be considered.

### ***Public Transportation***

#### Regional Rail:

- Preliminary engineering of CORRIDORone - Phase I is on-going
- A Norfolk Southern Lemoyne Connection project is under consideration to allow separation of grades between Norfolk Southern and CORRIDORone tracks
- Regional rail is one of many alternative transportation options available that can help reduce highway congestion.

#### Rural Transit:

- A common issue identified was the lack of public transportation in rural areas. Share-A-Ride programs provide discounted transportation for the elderly and those needing medical transportation. Other programs such as the Welfare-to-Work program are available, but not in all counties.
- The Persons with Disabilities (PwD) program allows disabled persons to get transportation for shopping trips and going to work. Both Cumberland and Dauphin Counties have been participants in the PwD program and on Aug. 8, 2006 the program was expanded to include Perry County.
- CAT recently started providing bus service from Harrisburg to Shippensburg. This effort brings public transportation much closer to those living in rural Western Cumberland County. HATS needs to look at the viability of expanding public transportation options (via fixed-route and Share-A-Ride services) into Perry and Upper Dauphin Counties and provide support to any transportation providers who are willing to provide these services.
- HATS will continue to assist the County Share-A-Ride providers in providing transportation services to the disadvantaged and disabled persons living and working in the region.

#### Economic Issues:

- CAT has expanded their employer based fixed-route services throughout the region. These routes provide bus transportation from disadvantaged residential areas in the region to warehousing and factory businesses located throughout the area.

- Many jobs are available to lower-income persons if they have transportation to these jobs. Many of these jobs are available only if persons can work non-standard hours, on Sundays, and on Holidays. The long-term goal to maintain a stable and efficient transportation system is to ensure all persons have access to transportation during these times.
- Many persons commented that public transportation would be more viable if it was faster. In the business world, time is money, and many people are willing to pay more if they can get some place faster. For many people living in the outer suburbs, public transportation will only become desirable when they can get to and from their destinations as fast as or faster than with their own vehicle. Public transportation providers should consider increasing the number of Express Buses serving outer suburbs in the region.

#### Public Transit Expansion:

- Transit Hubs and Centers: Much like an airport, a transit hub or center, is a facility that serves as a transportation center. It is a place where bus routes begin, connecting people to places. Conveniently located throughout a growing region, the transit hubs and centers would make it safe, easy, and convenient for customers to use the regional transit system. New transit hubs and centers would create a network of connecting transit services.
- Like transit-oriented development around train stations, transit hubs are a way many regions are looking at to expand bus regions while spurring economic development. As this region continues to grow, we should investigate whether this type of approach is a viable option.
- In the outreach meetings, many people identified areas such as Middletown, Lower Paxton, Hershey, Mechanicsburg, and Carlisle as important places to consider regional transportation hubs.

#### Existing Transit Improvements:

- At most meetings, public transportation was the main topic of discussion. When talking about these issues, we informed people that they should contact the transportation providers directly on issues such as customer service, buses showing up late or not at all.

#### ***Bike/Ped***

- With transit-oriented development and transit hubs, the goal is to create self-sustaining public transportation. This cannot be done without providing access for bikers and pedestrians. Safety issues such as enough lighting, sidewalks on both sides of roads, safe biking areas, and bike storage facilities and ability to transport bikes need to be addressed.

- HATS should continue to assist municipalities in maintaining and improving their bike and pedestrian plans and educate those municipalities without plans, why it is important to provide bike and pedestrian access in their communities.

### ***Car/Van-pool***

- HATS should continue to support Commuter Services and its efforts to get more people to Car/Van-pool in the region. The more the program is expanded, the more people are available to match.

### ***Intermodal Issues***

- Like municipalities, public transportation providers are most concerned with their own daily and long-term operations. As a regional planning partner, HATS should continue to consider how different transportation providers can coordinate and link their services together.
- Regional transportation providers such as Amtrak and Capital Trailways should try to link their schedules together, as well as with local providers such as CAT, so customers can quickly move from one provider to the next.
- New centers should house multiple transportation providers, similar to the shared facilities at the Harrisburg Transportation Center, to improve transit connectivity and region-wide appeal.

### ***Freight/Trucks***

- The recent Regional Goods Movement Study looked at the movement of freight throughout the region and its impacts on area highways, railroads, and communities.

### ***General Comments***

- HATS must continue its outreach and education efforts to local citizens, municipalities, politicians, area community organizations and others.
- HATS is considering using scenario planning software and presentation techniques in the future to illustrate land use and transportation impacts in the region.

### **Transportation Survey**

A transportation survey was conducted to understand the major transportation issues concerning people in the HATS region. A pretest was conducted prior to general distribution of the survey; the survey was available on the TCRPC website and advertised in all major area newspapers. Results of each survey question are provided in the Appendix.

Overall, the results of the survey indicate there needs to be a balance of resources dedicated to all forms of transportation -- from roadway maintenance to greater public transportation and carpooling options, as well as biking and walking. Other highlights are summarized below.

- There were 300 respondents to the survey with over 80% of the respondents taking the survey online. 80% of the respondents both live and work within the HATS region, with 12% living outside the region, and 4% working outside the region.
- 14% of the respondents noted they live outside of the 3-county region. While the focus of our transportation plan is on those persons commuting in our region, any decisions made have an impact throughout the entire South Central Pennsylvania region.
  - On a regional level, HATS should continue support of the Regional Information Transportation System (ITS) expansion, the Commuter Services program to provide persons in the region with information on public transportation alternatives, and address issues identified in the Regional Goods Movement Study (RGMS).
- 87% of the respondents said public transportation is a valuable or necessary community resource and almost 60% said they would use public transportation if it were available at both where they live and work.
  - HATS needs to support the improvement and expansion of public transportation in the region via staff support to area transportation providers and identifying additional funding when possible.
- A significant portion of those responding to the survey indicated they use transportation beyond the single-occupant vehicle, including 8.3% carpooling, 7.6% using public transportation, and 4.6% walking as their primary mode of transportation.
  - HATS must continue to support all forms of transportation. Efforts such as the Commuter Services program, emergency ride home program, and carpooling services should continue. Via HATS Bike and Pedestrian Committee, HATS must continue to improve and expand a region-wide bike and pedestrian access, and continue outreach to educate municipalities on the importance of bike and pedestrian plans.
- When allocating \$100 on a budget, respondents allocated almost \$40 to expanding transportation choices and improving and expanding existing transit systems.

- The transportation survey and public outreach meetings have all indicated the need to put public transportation at the same level of funding and attention as area highways. All transportation is interconnected. As more people ride public transportation, the fewer vehicles are on the road to congest the roadways. Public transportation often shares the same roadways as private vehicles; therefore, maintenance of existing roadways remains vital.
- Perry County residents indicated much longer drives and driving times than those living in other counties (22% of respondents indicated 45 minutes to 1 hour drive times, whereas 2% of Cumberland respondents, and 4% of Dauphin respondents indicated the same). Perry County residents also indicated their most important issues are maintaining existing highways and reducing congestion.
  - Rural roadway systems cover more miles and are supported by smaller populations than urban roadways. Roadway maintenance is as vital, however, as in urban areas, as these roads are often a person's only access to jobs in more urban areas. When improving roadways, non-vehicle transportation, such as horse and carriage, or bicycles, must be accommodated. Access to alternate forms of transportation was listed as a high concern to respondents in rural areas. HATS must work to ensure the paratransit systems continue to serve as many people as possible, and explore other methods to serve rural areas including brokerage programs.
- When indicating places where public transit should be expanded, 28% of respondents noted services need to be expanded in areas of Cumberland County. The main areas of expanded services include the West Shore area (12% of respondents) and the Carlisle area (9% of respondents).
  - Many respondents noted public transportation needs to serve more areas in the region. Respondents noted areas such as Carlisle, Mechanicsburg, and Middletown as places where there should be more bus stops and other transportation options such as park and ride lots. As the region grows, HATS should examine if a regional hub approach would be beneficial to improving public transportation in the region. This would provide greater services around regional centers and feeder routes between the hubs.
- The main reason why people do not use transit is it does not serve either one or both places persons are trying to travel to. Respondents also note that transit does not always fit their schedules.

- The main problem all public transportation providers face is it cannot be as flexible as a private vehicle. If a bus route serves more areas, the trip can become too long for people riding the bus. If bus runs are provided more frequently, uncompensated costs increase, as ridership is lower while additional buses and drivers are needed. HATS is available to assist transportation providers to look at ways to extend resources as far as possible.

### Ongoing Public Participation

HATS must continually examine what information the public needs to assist HATS in developing a transportation plan and program that serves all citizens. This information must continue to be provided in many forms including printed materials, the web, and visual presentations. HATS will continue to review the information, reports, and brochures now provided to communicate better. Continued evaluation and improvement of the HATS public involvement program will include:

- Investigation of the need for a Citizens Advisory Committee for HATS, specified in the 2005 Federal Certification Review.
- Evaluation of the effectiveness of participation in various advisory committee meetings.
- Assessment of local training needs regarding the transportation planning process, and integration with TCRPC's local planning assistance program.
- Ongoing maintenance of the TCRPC/HATS website (<http://www.tcrpc-pa.org>).
- Expansion of public meeting forums beyond Strawberry Square activities.
- Improvement of foreign languages services through the [International Services Center](#).
- Continued and expanded media access through print and broadcast venues.

### **Environmental Justice**

The public participation process also encompasses an environmental justice component, which ensures disadvantaged communities are not disproportionately adversely impacted by the HATS transportation program.

All recipients of Federal-aid are required to certify, and the U.S. DOT must ensure, nondiscrimination under Title VI of the Civil Rights Act of 1964. In 1997, the Department issued its *Order to Address Environmental Justice in Minority Populations and Low-Income Populations* to summarize and expand upon the requirements of Executive Order 12898 on Environmental Justice.

Title VI of the Civil Rights Acts states:

*"No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."*

Executive Order 12898 states:

*"Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."*

Because MPOs serve as the primary forum where State DOT's, transit providers, local agencies, and the public develop local transportation plans and programs that address a metropolitan area's needs, they are required to address "environmental justice" issues for all projects advanced and activities performed. MPOs can help local public officials understand how Title VI and environmental justice improve planning and decision-making. To certify compliance with Title VI, HATS must:

- Enhance analytical capabilities to ensure that the long-range transportation plan (RTP) and the transportation improvement program (TIP) resulting from our planning process comply with Title VI.
- Identify residential, employment, and transportation patterns of low-income and minority populations such that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Evaluate and, where necessary, improve the public involvement process to eliminate participation barriers and engage minority and low-income populations in transportation decision-making.

### Identification of Populations

As environmental justice is concerned with the impacts of disparate funding and disparate services on defined minority and low-income groups, locating and mapping these groups in the region, at the smallest geographic level possible is important. To achieve this goal HATS used a system to identify possible disadvantaged communities based on 2000 US Census block-group information. HATS system of identifying census block-group "Areas of Concern" is based upon the "Degrees of Disadvantage" system developed by the Delaware Valley Regional Planning Commission (DVRPC), which is the metropolitan planning organization for the Philadelphia region.

In this system a number of factors are compared to regional thresholds. If the norms are exceeded, points are assigned to generate the “areas of concern” score. The factors examined to develop the score include the following:

- minority population
- Hispanic/Latino population
- population under poverty level
- single female head of household with children under 18
- elderly population
- population of those with a disability
- population with limited English proficiency
- households with no access to vehicle for work

If efforts are not specifically taken to keep disadvantaged populations involved, they can inadvertently be left out of the transportation planning process. Historical practices, such as locating new roadways through the center of lower-income and minority communities, have split communities in two, while removing viable housing and social connections within the communities. Beneficial community projects, such as increased public transportation or local roadway improvements, may be bypassed in disadvantaged communities because other areas have more political influence or offer more economic opportunities. By identifying disadvantaged populations, assessing project impacts on these communities, and allowing communities the chance to provide input, new projects should better serve all persons.

### Regional Thresholds

For each disadvantaged category, a regional threshold, or average, is determined. To obtain this average, a total of all persons or households in the specified demographic group for the entire HATS region is divided by the total population or households in the HATS region. If the average in the specified block-group equals or exceeds this regional threshold, the block-group is given a predetermined number of areas of concern (AOC) points, which is added to the block-group’s overall score. Each demographic category is assessed one point for equaling or exceeding the regional threshold. For poverty status, block-groups can receive up to one and a half points, based on poverty factors described later. Access to personal vehicles is assessed based on one point for the exceeding the regional threshold, and another one-half point if the disadvantaged block-group is considered a rural area. The following maps, which may help target special outreach efforts, show the distribution of these disadvantaged populations throughout our region.

### Minority Population

Title VI of the Civil Rights Act prohibits discrimination based on race, color, or national origin. To ensure minority populated areas are not disproportionately adversely impacted by transportation projects in comparison to other populations, MPOs need to identify these areas and identify what projects will affect these areas. HATS defines minorities based on the following:

- **Black** - a person having origins in any of the black racial groups of Africa.
- **Asian** - a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.
- **American Indian and Alaskan Native** - a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.
- **Native Hawaiian or Other Pacific Islander** - a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
- **Other** - Persons who identified themselves some other race besides those identified above have been classified as “Other” in the 2000 US Census, and included as minorities when identifying minority populations in this region.
- **Two or more Races** - For the first time in the 2000 US Census, people were allowed to identify themselves as belonging to multiple races. For calculation purposes, persons identifying themselves as having two or more races have been included as part of the minority population.

**Racial Makeup of the Harrisburg Region (2000 Census)**

County	Total Pop	White	Black	Native Amer	Asian	Haw/ Pac Islnd	Other	2 or More	% Minority	# Disad. Blk-Grps	% Disad. Blk-Grps
Cumberland	213,674	201,445	5,111	260	3,444	48	1,020	2,346	5.7%	10	7.3%
Dauphin	251,798	194,467	41,439	444	5,028	77	5,171	5,172	22.8%	91	47.6%
Perry	43,602	42,945	126	57	128	2	124	220	1.5%	0	0.0%
Lebanon (HATS area)	19,325	18,807	80	0	210	0	83	145	2.7%	0	0.0%
<b>Total</b>	<b>528,399</b>	<b>457,664</b>	<b>46,756</b>	<b>761</b>	<b>8,810</b>	<b>127</b>	<b>6,398</b>	<b>7,883</b>	<b>13.4%</b>	<b>101</b>	<b>27.0%</b>

*HATS Regional Threshold = 13.4%*

**INSERT AREAS OF CONCERN MAP 1 HERE**

**INSERT AREAS OF CONCERN MAP 2 HERE**

The urbanized areas of Harrisburg and the surrounding communities, such as Paxtang, Penbrook, Steelton, Middletown, Swatara, Susquehanna, and Lower Paxton, have the highest percentage of minorities in the region. Many block-groups in the City of Harrisburg have an 80 to 100% minority population. In Cumberland County, higher minority populations are located in the urbanized areas, including areas of the West Shore, portions of Carlisle, and portions of Shippensburg. In Perry County, Northern Dauphin County, and Western Cumberland County (except a portion of Shippensburg Borough) there are no areas where the minority population exceeds the regional threshold of 13.4%.

Most of the areas with higher minority populations have access to public transportation, although service during non-standard and weekend periods is limited, which is an improvement often suggested during public meetings held in these areas. Outside the City of Harrisburg, many of the higher-density communities such as Steelton-Middletown, Penbrook-Paxtang, Susquehanna-Lower Paxton, Carlisle, and other areas are only served by one route through the area toward Harrisburg.

#### Hispanic / Latino Population

As with minority areas, areas with a large Hispanic population face certain challenges, such as language barriers, cultural differences, and often low-income. Hispanic persons are defined as persons of Mexican, Puerto Rican, Cuban, Central, or South American, or other Spanish culture or origin, regardless of race.

<b>Hispanic Population in the Harrisburg Region (2000 Census)</b>						
<b>County</b>	<b>Total Population</b>	<b>Non-Hisp</b>	<b>Hisp.</b>	<b>% Hisp.</b>	<b># Disadv. Blk-Grps</b>	<b>% Disad. Blk-Grps</b>
Cumberland	213,674	210,688	2,986	1.4%	25	18.2%
Dauphin	251,798	241,085	10,713	4.3%	91	47.6%
Perry	43,602	43,333	269	0.6%	1	2.9%
Lebanon (HATS area)	19,325	19,166	159	0.8%	0	0.0%
<b>Total</b>	<b>528,399</b>	<b>514,272</b>	<b>14,127</b>	<b>2.7%</b>	<b>117</b>	<b>31.3%</b>

*HATS Regional Threshold = 2.7%*

The Hispanic population identified in the 2000 US Census, with a regional average of 2.7%, is significantly lower than the minority population and more widely dispersed throughout the region. In Dauphin County, areas where the Hispanic population is higher than the regional average include Harrisburg and the surrounding communities, around Derry Township, the Fort Indiantown Gap area, portions of Halifax Borough and Township, Reed Township, and Millersburg Borough in Northern Dauphin County. In Perry County, portions of Carroll Township have a higher than average Hispanic population. In Cumberland County areas include portions around the West Shore area,

Carlisle, Shippensburg and Newville, and portions of Southampton Township in Cumberland County.

### Population Below Poverty Level

The US Census uses a set of money income thresholds that vary by family size and composition to determine poverty level. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. The official poverty thresholds do not vary geographically, but they are updated annually for inflation using Consumer Price Index (CPI-U). The official poverty definition uses money income before taxes and does not include capital gains or non-cash benefits (such as public housing, Medicaid, and food stamps).

Poverty status is the number one indicator of disadvantage for any community. As such, multiple factors of poverty have been examined to add more weight to the poverty areas of concern. If a census block-group exceeds the regional average of persons below the poverty level, the area is given one disadvantage point. If the area exceeds the regional average for extreme poverty (defined as household below 50% of the poverty level), the block-group is given one-half disadvantage point.

<b>Poverty Level Status in the Harrisburg Region (2000 Census)</b>									
<b>County</b>	<b>Pop where Pov. Rate Det.</b>	<b># of persons below Poverty</b>	<b>% Below Poverty</b>	<b># Disadv. Blk-Grps below Pov. Rate</b>	<b># of persons in Extreme Poverty</b>	<b>% of persons in extreme poverty</b>	<b># Disadv. Blk-Grps in extreme poverty</b>	<b># Disadv. Blk-Grps</b>	<b>% Disadv. Blk-Grps</b>
Cumberland	199,423	13,102	6.6%	37	5,852	2.9%	42	51	37.2%
Dauphin	245,330	23,706	9.7%	89	10,999	4.5%	79	102	53.4%
Perry	42,926	3,286	7.7%	12	1,382	3.2%	10	15	42.9%
Lebanon (HATS area)	19,176	716	3.7%	1	316	1.6%	1	2	18.2%
<b>Total</b>	<b>506,855</b>	<b>40,810</b>	<b>8.1%</b>	<b>139</b>	<b>18,549</b>	<b>3.7%</b>	<b>132</b>	<b>170</b>	<b>45.5%</b>

*HATS Regional Thresholds:*

- ❖ *Population below Poverty Level* 8.1%
- ❖ *Population in Extreme Poverty (50% or below)* 3.7%

Many areas, both urban and rural, exceed the regional average for poverty. The highest poverty rates include much of the area in and around Harrisburg, Steelton, Middletown, much of Carlisle and Shippensburg, and some area in Perry and Northern Dauphin Counties. A large portion of both Perry and Northern Dauphin Counties are above the regional average for at least one of the poverty thresholds. While the higher poverty levels do tend to cluster in certain areas, those areas are much more widely dispersed throughout the region include large- and small-urbanized areas as well as much of the rural areas.

### Single Head of Household with Children

Households with children where there is only one head of household, face many more challenges than the typical two adult head of household families. “Single Head of Household with Child” is defined in the 2000 Census as a person maintaining a household with no spouse present, and with at least one child under 18 years old who is a son or daughter by birth, marriage (a stepchild) or adoption residing in the home.

As shown in the table below, the population of single female households is significantly higher than single male households, although there are numerous block-groups throughout the region where the reverse is true.

<b>Households with Single Parent with Children under 18 in Harrisburg Region</b> <i>(2000 Census)</i>								
<b>County</b>	<b>Total Households</b>	<b>Single Male Head of Hsehd</b>	<b>% Single Male Head of Hsehd</b>	<b>Single Female Head of Hsehd</b>	<b>% Single Female Head of Hsehd</b>	<b>% Single Person Head Of Hsehd</b>	<b># Disadv. Blk-Grps</b>	<b>% Disadv. Blk-Grps</b>
Cumberland	86,951	1,610	1.9%	4,359	5.0%	6.9%	38	27.7%
Dauphin	111,133	2,411	2.2%	9,138	8.2%	10.4%	99	51.8%
Perry	18,941	501	2.6%	829	4.4%	7.0%	10	28.6%
Lebanon (HATS area)	8,283	114	1.4%	329	4.0%	5.3%	2	18.2%
<b>Total</b>	<b>225,308</b>	<b>4,636</b>	<b>2.1%</b>	<b>14,655</b>	<b>6.5%</b>	<b>8.6%</b>	<b>149</b>	<b>39.8%</b>

*HATS Regional Threshold = 8.6%*

Single head of households with children in the HATS region make up 8.6% of the total population. Higher than average areas tend to cluster around urbanized areas. Unlike the minority population, single households are prevalent in the smaller urbanized communities including places such as New Bloomfield, Newport, Marysville, Dauphin, Halifax, Elizabethville, Williamstown, Newville, the Fort Indiantown Gap area, and Palmyra.

### Elderly Population

The American society is aging rapidly. The median age of America's population rose from 28 to 34 between 1970 and 1995. One reason for this increase is the proportion of those ages 75 and older is increasing. By 2030, the proportion of the population over the age of 75 is projected to rise from six percent to nine percent. The fastest growing segment of the elderly, the population aged 85 and over is expected to double (to seven million) by 2020.

Different mobility issues face the elderly because they typically drive less, have lower incomes, have health problems, and may require special services and facilities. The majority of older people age in the places they lived while working. Increasingly these are suburban or rural communities where it is

difficult to access services or facilities without a car, and where it has generally been difficult to provide transit services.

<b>Senior Citizen Population in the Harrisburg Region (2000 Census)</b>							
<b>County</b>	<b>Total Population</b>	<b>Age 60-64</b>	<b>% of Pop 60-64</b>	<b>Age 65+</b>	<b>% of Pop 65+</b>	<b># Disadv. Blk-Grps</b>	<b>% Disadv. Blk-Grps</b>
Cumberland	213,674	9,189	4.3%	31,784	14.9%	73	53.3%
Dauphin	251,798	9,941	3.9%	35,775	14.2%	91	47.6%
Perry	43,602	1,744	4.0%	5,320	12.2%	12	34.3%
Lebanon (HATS area)	19,325	771	4.0%	3,272	16.9%	7	63.6%
<b>Total</b>	<b>528,399</b>	<b>21,645</b>	<b>4.1%</b>	<b>76,151</b>	<b>14.4%</b>	<b>183</b>	<b>48.9%</b>

*HATS Regional Threshold = 14.4%*

According to the US Census figures, Pennsylvania has the second highest percentage of elderly persons (age 65 and above) in the US (15.6%), with only Florida having a higher percentage (17.6%). The elderly population in the region is around 15%, which is similar to the populations in each of the counties, but slightly lower than Pennsylvania overall. The population is evenly dispersed throughout the region, with significant portions of the rural areas (including Western Cumberland, Perry, and Northern Dauphin County areas) having elderly populations greater than the regional average. The HATS area of Lebanon County has the highest percentage of elderly residents.

If the trends continue, the “baby-boomer” population living in the region can be expected to remain here as they age. As the “baby-boomer” population enters retirement, many will prefer to use their own vehicles for their transportation needs, just as they do now. However, as people age, many elderly, especially those above 80 years old will become more dependent on alternative forms of transportation. In this region, CAT, the County transportation departments, and other public transportation providers need to anticipate higher elderly ridership on their systems in the future. As the elderly population is dispersed throughout the region, not only can ridership be anticipated to increase, but the number of miles traveled will also increase. The transportation providers and planners in this region must work now to address these needs for the future.

### Disabled Population

Whether it is by plane, train, bus, or automobile, people with disabilities need access to transportation. Inadequate and inaccessible transportation is an obstacle that confronts people with disabilities. Access to transportation is vital to independence; it affects the employment, political participation, entertainment, socializing, and religious attendance of all people with disabilities. Disabled persons include those with physical handicaps, those with sensory disabilities (sight and hearing), mental handicaps, those unable to be employed, and other issues, which prohibit ease of access.

<b>Disabled Population in the Harrisburg Region (2000 Census)</b>						
<b>County</b>	<b>Pop. Where Disability Known</b>	<b>Pop. w/o Disability</b>	<b>Pop. w/ Disability</b>	<b>% of Pop w/ Disability</b>	<b># Disadv. Blk-Grps</b>	<b>% Disad. Blk-Grps</b>
Cumberland	193,858	169,546	24,312	12.5%	61	44.5%
Dauphin	231,602	197,615	33,987	14.7%	104	54.5%
Perry	40,470	35,196	5,274	13.0%	17	48.6%
Lebanon (HATS area)	17,968	15,731	2,237	12.4%	5	45.5%
<b>Total</b>	<b>483,898</b>	<b>418,088</b>	<b>65,810</b>	<b>13.6%</b>	<b>187</b>	<b>50.0%</b>

*HATS Regional Threshold = 13.6%*

The identified disabled population for the region is around 13.6%, and like the elderly population, areas with disabled persons greater than the regional average, are distributed throughout the region in both urban and rural areas. The disabled, especially those who are physically and sensory disabled, are especially dependent on others to provide their transportation needs.

Many of the disabled in this region rely on the area Share-A-Ride systems to get them to work, the doctor, and other activities. In Dauphin, Cumberland, and Perry County, disabled residents can get discounted trips to places that are not covered by other programs. In the short term, work needs to continue to provide these services to the disabled throughout the region and in Pennsylvania. In the long term, planners at all levels of government, need to work on reducing transportation barriers, continue to add and improve sidewalks in the region, improve intersection design to allow those with handicaps to cross intersections safely, make all public transportation wheelchair accessible, and make sure transportation facilities allow ease of access.

#### Limited English Proficiency

Households with limited English proficiency can be limited in their ability to read signs, ask for directions or assistance, or participate in the transportation planning process. To identify areas where language issues exist, households with linguistic isolation were identified. According to the US Census the concept of “linguistic isolation” was developed in preparation for the 1990 census in order to provide estimates of the numbers and characteristics of households which might need assistance to communicate with government and social services, for example to follow instructions from Federal Emergency Management Agency (FEMA) in the event of a disaster. “Linguistic isolation” is dependent on the English-speaking ability of all adults in a household. A household is linguistically isolated if all adults speak a language other than English and none speaks English “very well.” Adult is defined as age 14 or older, which identifies household members of high school age and older.

**Limited English Proficiency of Households in the Harrisburg Region**  
(2000 Census)

County	Total Households	Foreign Lang. Spoken	Limited English HH	% HH with Limited English	# Disadv. Blk-Grps	% Disad. Blk-Grps
Cumberland	86,951	6,001	980	1.1%	47	34.3%
Dauphin	111,133	10,633	1,962	1.8%	75	39.3%
Perry	18,941	900	50	0.3%	1	2.9%
Lebanon (HATS area)	8,283	467	16	0.2%	0	0.0%
<b>Total</b>	<b>225,308</b>	<b>18,001</b>	<b>3,008</b>	<b>1.3%</b>	<b>123</b>	<b>32.9%</b>

*HATS Regional Threshold = 1.3%*

With a regional average of 1.3% of the population living in a linguistically isolated household, a relatively small number of households within a block-group can easily exceed the regional average. The region's block-groups with higher than average language isolation are distributed throughout the region in both urban and rural areas. In the HATS region, these include areas in Western Perry, Western Cumberland, and Northeast Dauphin Counties. In an effort to reach linguistically isolated households, HATS works with the International Service Center to send out fliers about upcoming events in several languages spoken within the region and will provide translators at public events if requested.

Households with No Access to Personal Vehicle

Households with no access to personal vehicles must rely on other persons, public transportation, biking, and walking, to access most of their daily needs. In the more rural areas of this region, the Amish also use horse drawn carriages for transportation. Areas with higher than normal no-vehicle households are areas of concern, where higher use of alternative forms of transportation may be used. As rural areas tend not to have public transportation or needed facilities within walking distance, these areas can be considered even more disadvantaged and are assessed an additional one-half disadvantage point.

**Households with no Personal Vehicles in the Harrisburg Region** (2000 Census)

County	HH where # of Veh. Det.	HseHlds with 0-Veh.	% of HseHlds w/o Veh.	HseHlds w/ 0-Veh in Rural Areas	# Disadv. Blk-Grps w/ 0-Veh in Rural Areas	# Disadv. Blk-Grps with No-Veh AOC	% Disad. Blk-Grps
Cumberland	83,015	4,599	5.5%	853	1	27	19.7%
Dauphin	102,670	11,743	11.4%	637	4	92	48.2%
Perry	16,695	1,048	6.3%	766	3	8	22.9%
Lebanon (HATS)	7,978	404	5.1%	47	0	3	27.3%
<b>Total</b>	<b>210,358</b>	<b>17,794</b>	<b>8.5%</b>	<b>2,303</b>	<b>8</b>	<b>130</b>	<b>34.8%</b>

*HATS Regional Threshold = 8.5%*

The areas in the HATS region where the number of households with no vehicles are above the regional average of 8.5% tend to cluster around urbanized areas. As the urbanized areas tend to have public transportation and/or household service facilities (such as grocery stores, daycare, and pharmacies) within walking distances, this helps access issues for citizens. Rural areas with a larger percentage of no-vehicle households include the Townships of Mifflin and Lykens, and the Boroughs of Pillow, Berrysburg, and Gratz in Northern Dauphin, the rural areas around Duncannon and Wheatfield, in Perry County, and the southeast section of Southampton in Cumberland County. Households having no access to vehicles in these rural areas must be dependent upon others for all of their household needs, and if no one is available, they may have to go without. Many rural areas in this region also have a number of Amish households, where horse drawn carriages are often used. Highways in these areas need to accommodate multiple forms of transportation, including vehicles, carriages, bikers, and walkers. None of the rural areas identified have access to public transportation beyond the County Share-A-Ride systems. Most of these areas are also several miles from most commercial areas where basic necessities are available.

### Areas of Concern

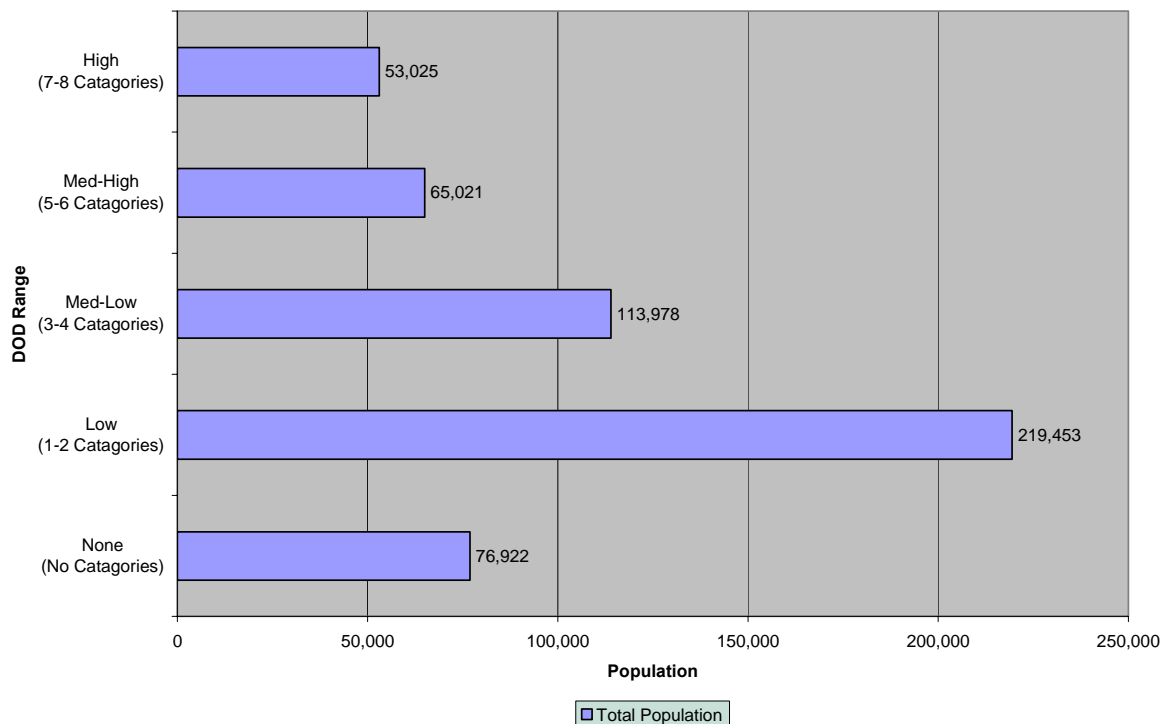
In adding up all the areas of concern categories listed above, each census tract is assessed an overall “Areas of Concern” (AOC) score. The distribution of these AOCs is shown on the following map and identifies block-groups as No Concern (zero categories), Low Concern (1 to 2 categories), Moderate-Low Concern (3 to 4 categories), Moderate-High Concern (5 to 6 categories), or High Concern (7 or more categories). This map can be used for many planning purposes by overlaying the disadvantage communities over proposed projects, such as regional transportation or economic development projects, or available services such as regional bus routes or area day care facilities.

Overall Areas of Concern in the Harrisburg Region							
County	Data	None (No Categories)	Low (1-2 Categories)	Med-Low (3-4 Categories)	Med-High (5-6 Categories)	High (7-8 Categories)	Grand Total
Cumberland	Population	40,375	105,089	43,338	19,432	5,440	213,674
	% of Population	18.9%	49.2%	20.3%	9.1%	2.5%	100.0%
	# of Block-Groups	18	65	38	14	2	137
	% of Blk-Group	13.1%	47.4%	27.7%	10.2%	1.5%	100.0%
Dauphin	Population	20,272	84,745	55,809	43,387	47,585	251,798
	% of Population	8.1%	33.7%	22.2%	17.2%	18.9%	100.0%
	# of Block-Groups	11	56	45	39	40	191
	% of Blk-Group	5.8%	29.3%	23.6%	20.4%	20.9%	100.0%
Perry	Population	11,527	20,351	9,522	2,202		43,602
	% of Population	26.4%	46.7%	21.8%	5.1%	0.0%	100.0%
	# of Block-Groups	8	16	9	2		35
	% of Blk-Group	22.9%	45.7%	25.7%	5.7%	0.0%	100.0%

County	Data	None (No Categories)	Low (1-2 Categories)	Med-Low (3-4 Categories)	Med-High (5-6 Categories)	High (7-8 Categories)	Grand Total
Lebanon	Population	4,748	9,268	5,309			19,325
	% of Population	24.6%	48.0%	27.5%	0.0%	0.0%	100.0%
	# of Block-Groups	2	6	3			11
	% of Blk-Group	18.2%	54.5%	27.3%	0.0%	0.0%	100.0%
<b>Total Population</b>		<b>76,922</b>	<b>219,453</b>	<b>113,978</b>	<b>65,021</b>	<b>53,025</b>	<b>528,399</b>
<b>Total % of Population</b>		<b>14.6%</b>	<b>41.5%</b>	<b>21.6%</b>	<b>12.3%</b>	<b>10.0%</b>	<b>100.0%</b>
<b>Total # of Block-Groups</b>		<b>39</b>	<b>143</b>	<b>95</b>	<b>55</b>	<b>42</b>	<b>374</b>
<b>Total % of Blk-Group</b>		<b>10.4%</b>	<b>38.2%</b>	<b>25.4%</b>	<b>14.7%</b>	<b>11.2%</b>	<b>100.0%</b>

In the HATS region, the majority of the population lives within at least some areas of concern. The largest portion of the population is in areas where one or two areas of concern categories are above the regional average. The areas of most concern, are the areas which are classified as Medium-High or High on the AOC scale. In the HATS region, 22% of the population resides in these areas, mainly in the City of Harrisburg and the surrounding metropolitan areas.

HATS Area Population by Degree of Disadvantage Ranges



### Areas of Concern and the Transportation Improvement Program (TIP)

In the FFY 2007-2010 TIP, almost \$340 million in funding was allocated to transportation projects in the region, of which \$304 million is dedicated to specific projects in the region. The table below shows the allocation of project funds into areas based on their AOC score. As many projects are allocated to multiple block-group areas, project costs were equally distributed between all block-group areas they reside in.

**INSERT AREAS OF CONCERN BY BLOCK GROUP MAP HERE**

Areas of Concern and the Transportation Improvement Program							
Areas of Concern	07 TIP Project			HATS Population		Costs per Pop	
	Project Costs	# of Projects	% of Total	Total	% of Total	Per Person	% of Total
None (No AOC Categories)	\$28,378,408	11.7	9.3%	76,922	14.6%	\$368.92	64.2%
Low (1-2 AOC Categories)	\$122,821,870	26.3	40.5%	219,453	41.5%	\$559.67	97.4%
Medium-Low (3-4 AOC Categories)	\$107,535,975	13.1	35.4%	113,978	21.6%	\$943.48	164.3%
Medium-High (5-6 AOC Categories)	\$11,817,257	5.4	3.9%	65,021	12.3%	\$181.75	31.6%
High (7-8 AOC Categories)	\$32,959,200	6.6	10.9%	53,025	10.0%	\$621.58	108.2%
<b>Assigned Projects</b>	<b>\$303,512,711</b>	<b>63.0</b>	<b>100.0%</b>	<b>528,399</b>	<b>100.0%</b>	<b>\$574.40</b>	<b>100.0%</b>
Other Funds	\$34,305,400	8.0					
<b>TIP Total</b>	<b>\$337,818,111</b>	<b>71.0</b>					

In the Harrisburg region, over 90% of the TIP project funds are located in areas identified as “Areas of Concern,” as illustrated on the following map. While it is impossible to distribute projects to population on a one to one basis, the amount of funding to population is comparable as noted below:

- No AOC = 10% of project costs and population
- Low AOC = about 40% of project costs and population
- Medium to High AOC = around 50% of project costs and population

Other funds not distributed to specific areas fund projects like the Commuter Services program, which assists all residents in finding transportation alternatives and expanding public transit routes throughout the region. In the Harrisburg region, these funds have been used to expand the number of employer-based routes, which pick up residents in many of the areas with higher AOC scores and transport them to many of the factory and warehouse employment centers in the region.